

Subject: Complete Streets Policy

Policy No.: 700-0005

Effective Date: 5/18/2015

Mayor's Signature:



Background:

The purpose of this policy is to assure that new roadway construction and existing roadway improvement projects on City of Woodstock roadways include consideration for adequate infrastructure, where appropriate and feasible, for bicyclists, pedestrians, users of public transit of all ages and abilities, vehicular and freight traffic, and the physically disabled.

The City of Woodstock has worked hard to establish itself as a leader in encouraging quality growth. Through the Downtown District Development Standards, the Form-Based Code, the Greenprints Project Plan, the Livable Centers Initiative Plans, and funding of infrastructure improvements, the City continues to work toward their goal of providing a walkable community.

Therefore, it is the goal of the City of Woodstock to:

Design, operate, and maintain Woodstock's streets to promote safe and convenient access and travel for all users;

Provide a complete transportation network that is safe for all users at all times;

Provide various modes of transportation options for all, including pedestrians and cyclists;

Create a comprehensive, integrated, and connected transportation network that supports compact, sustainable development;

Ensure the use of the latest and best design standards, policies and guidelines;

Recognize the need for flexibility to accommodate different types of streets and users;

Ensure that the Complete Streets design solutions fit within the context(s) of the community.

Policy:

The Complete Streets policy of the City of Woodstock is developed to provide guidance for its residents, decision makers, planners and designers to ensure that multimodal elements are incorporated into all new transportation improvement projects by:

Designing, operating and maintaining the transportation network to improve travel conditions for bicyclists, pedestrians, transit and freight, in a manner consistent with and supportive of the

surrounding community and the Comprehensive Plan, and the City of Woodstock Land Development Code;

Providing where practical an array of facilities and amenities that are recognized as contributing to Complete Streets, including, but not limited to: street and sidewalk lighting; pedestrian and bicycle safety improvements; access improvements for freight; access improvements in accordance with the Americans with Disabilities Act; and street amenities;

Continuing to implement the policies, procedures, and plans found in the Comprehensive Plan, the Livable Centers Initiative Plans, and the City of Woodstock Land Development Code concerning the construction, reconstruction or other changes of transportation facilities on streets to support the creation of Complete Streets including capital improvements and major maintenance, recognizing that all streets are different and in each case user needs must be balanced.

Requirements:

Roadway projects shall accommodate users of all abilities of the transportation system, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users.

Roadway projects shall make use of the latest and best design standards, policies, and guidelines.

Complete Streets solutions shall be developed to fit within the context(s) of the community and those solutions shall be flexible so that the needs of the corridor can be met.

Roadway projects shall utilize plans and performance standards found in the Comprehensive Plan, and the City of Woodstock Land Development Code.

Roadway projects shall identify anticipated phases and key milestones of project development.

Exemptions:

The Complete Streets policy shall not apply to:

Ordinary maintenance activities designed to keep assets in serviceable condition (e.g. mowing, cleaning, sweeping, spot repair, and regular/seasonal maintenance);

The project involves a roadway that bicyclists and pedestrians are prohibited by law from using. In such case, efforts should be made to accommodate bicyclists and pedestrians elsewhere;

There are extreme topographic or natural resource constraints;

A reasonable and equivalent alternative already exists for certain users or is proposed in the Greenprints Project Plan as a separate project.